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Second, that harbors should be better organized, especially by a separation of commercial, or through, from industrial, or local, traffic. Many practical applications are pointed out as, for instance, that several cities have outer harbors which should be utilized for commercial traffic, leaving the frontage of the inner harbors free for industrial traffic. Other harbors, including New York, are defective in that they do not possess adequate transshipping equipment.

The third conclusion is that great influence (by implication, undue influence) over water terminals is exercised by railroad companies. This influence results in part from direct ownership or lease of terminal real estate; in part from ownership of elevators, lighters, belt lines and other essential terminal facilities; in part from rights of way along water frontage which interfere with its development. The fourth conclusion, closely related to the third, is to the effect that rail and water systems, instead of being "linked up" are operated at cross purposes. The inference that the railroads have throttled water transportation is scarcely justified. Water transportation, except of bulk freight, is generally cumbersome and expensive as compared with rail transportation. Railroad officials should not be blamed for the decline of water traffic in ordinary merchandise; nor can shippers reasonably be blamed, even by the fervent advocates of waterways, for preferring to send their freight by quicker, more convenient and cheaper routes.

The fifth conclusion is that there is striking lack of coöperation between federal and local authorities in harbor development. The federal government provides channels; the state or city government provides terminals. In some cases there appears to be no connection whatever between the two lines of development.

This volume is an excellent example of a pains-taking governmental investigation which brings to light important and significant facts. There is a touch of railroad-baiting here and there; but, as a whole, the report is impartial and illuminating.

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To be reviewed.

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